25X1A

DATE, SORTIE NUMBER, TYP[illegible] 12 April 1956 [redacted] 21 [illegible] Mission @A-1015 USCM PHOTO NAVIGATION A-2

TAKE-OFF AND CLIMB CONDITIONS:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 1/8 SC Bases 6M TOPS 8M, 8/8 AS Bases 14M TOPS 21M, 7/8 Ci BASES 22M TOPS 25M ABOVE GROUND
VSBY 25 TEMP ____ NORMAL WIND COMPONENT ZERO PARALLEL WIND COMPONENT ZERO ICING NONE
TURBULENCE LGT 14M CONTRAILS UNKNOWN

ROUTE:

			TP			TP	A	TP	B	TP	C	D	E	F	TP		
CHECK POINT	OFF	[illegible]	ENTERPRISE	ABQ	LBB	CISCO	ACF	SLR	BAD	HBG	JAN	GBS	LIT	FSM	MKO		
TIME (Z)	1450		1510	1553	1639	1708	1721	1737	1747	1812	1840		1857	1912	1923		
ALTITUDE			59.0	64.5	65.5	65.5	65.2	65.2	66	67	67.5	67.5	67.5	68	68		
CLOUDS	4 /	3 X	3/4/ 1	1	1	1	1	1	/ 2	/	1	1	1 /	2 /	3		
CONTRAILS		UNKNOWN															
TURBULENCE				/ LGT/													
VISIBILITY		50/ AT FLIGHT ALTITUDE															
WIND		AS FORECAST															
TEMPERATURE																	

ANY ATMOSPHERIC PECULIARITIES NOTICED AND REMARKS: THICK CONTRAILS BELOW FLIGHT LEVEL OVER TIK AND TUS

LET DOWN AND LANDING:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 6/8 AC [illegible] 12M TO 23M 3/8 CI 30M TO 31M HEIGHTS ABOVE GROUND
VSBY 50/ NORMAL WIND COMPONENT ZERO PARALLEL WIND COMPONENT 20K ICING NONE
TURBULENCE LGT 10M CONTRAILS UNKNOWN
DIFFICULTIES IN WHICH ATMOSPHERIC CONDITIONS WERE A FACTOR NONE

FORECAST ISSUED: ~~WTN TO~~ ENTERPRISE 250/60, ENTERPRISE TO ABQ 350/10, ABQ TO MSY 270/10, MSY TO BAD CALM, BAD TO ~~PARRIS~~ 280/10,
~~XXXXX~~ PARIS TO PNX 280/10, ~~PNX TO AMA~~ 270/10, AMA TO SAF 275/10, SAF TO WTN 350/10
ROUTE WEATHER: WTN TO ENTERPRISE CAT, 4, ~~ENTERPRISE TO ABQ~~ VRBL CAT 2 TO CAT 3, ~~ABQ TO ABI~~ CAT 2, ABI TO MSY TO TXK TO ICH CAT 1,
ICH TO ABI TO 3512 CAT 2 / 3712 TO 3815 CAT 3, 3815 TO WTN CAT 4.
WTN TERMINAL: 0600P TO 1200P 30 SCTD 170 BRKN 200 ~~BRKN CALM~~, 1200P TO 1700P 60 ~~SCTD 100~~ BRKN 200 OVC 25 S 15/25
CLIMB INFO: P CONTRAILS ~~32M TO 50M. LGT~~ TURBULENCE 36 M TO 50M.
~~NO TURBULENCE OR CONTRAILS~~ AT FLIGHT ALTITUDE

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NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
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NEXT REVIEW DATE: 8-4-06
AUTH: HR 70-2
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TAKEOFF AND CLIMB CONDITIONS:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES)

VSBY ______ TEMP ______ NORMAL WIND COMPONENT ______ PARALLEL WIND COMPONENT ______ ICING ______

TURBULENCE ______ CONTRAILS ______

ROUTE:

CHECK POINT	G TIK	TP DHT	SPRINGER		FARMINGTON	HURRICANE	H WTN	LAND
TIME (Z)	1936		~~[illegible]~~ 2026			2126	1348	
ALTITUDE	68		68.5			68.5	69	
CLOUDS	3	/1	1		1	/3/4	4	
CONTRAILS								
TURBULENCE								
VISIBILITY								
WIND								
TEMPERATURE								

ANY ATMOSPHERIC PECULIARITIES NOTICED AND REMARKS:

LET DOWN AND LANDING:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES)

VSBY ______ NORMAL WIND COMPONENT ______ PARALLEL WIND COMPONENT ______ ICING ______

TURBULENCE ______ CONTRAILS ______

DIFFICULTIES IN WHICH ATMOSPHERIC CONDITIONS WERE A FACTOR

FORECAST ISSUED:

ROUTE WINDS: WTN TO ENTERPRISE 260/50, ENTERPRISE TO CISCO 340/10, CISCO TO ACF 290/10, ACF TO SLR ~~[illegible]~~ 260/10, SLR TO BAD 230/10, BAD TO HBG 245/10, HBG TO JAN 260/10, JAN TO LIT 250/10, LIT TO FSM 215/10, FSM TO MKO 155/10, MKO TO TIK 130/10, TIK TO DHT 180/10, DHT TO SPRINGER 270/10, SPRINGER TO WTN 340/10

FOLLOWING FORECAST PREPARED LOCALLY AS WASHINGTON FORECAST HAD NOT ARRIVED

ROUTE CLOUDS: WTN TO 3814 CAT 4, 3814 ABI CAT 3, ABI TO BAD CAT 2, BAD TO LIT CAT 1, LIT TO TIK CAT 2, TIK TO 3714 CAT 3, 3714 TO WTN CAT 4.

WTN TERMINAL: 60 SCTD 100 BRKN 200 OVC 25 CALM BCMG BY 12P S 15/25

CLIMB INFO: PERSISTANT CONTRAILS 32M TO 50M, LGT TURBULENCE 36M TO 40M . NO TURBULENCE OR CONTRAILS AT FLIGHT ALTITUDE

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PHOTOGRAPHIC ANALYSIS:
CODE USED: CLOUD DATA WITH VERTICAL DEVELOPMENT, THICK OR THIN, TYPE, VERTICAL CATAGORY OF CLOUD COVER. FOLLOWED BY FIVE FIGURE GROUP GIVING GROUND COVER CATAGORY AS FOLLOWS: 1ST FIGURE VERTICAL, 2D FIGURE 30° LEFT, 3D FIGURE 60° LEFT, 4TH FIGURE 30° RIGHT, 5TH FIGURE 60° RIGHT. CATAGORY 1 CLEAR, CATAGORY 2 0/8 TO 2/8, CATAGORY 3 3/8 TO 5/8, CATAGORY 4 6/8 TO 8/8

WTN TO 3815 THICK CI FLAT AS 444444 3815 TO 3714 THICK CI THICK AS 333333 3714 TO 3713 THICK CI FLAT AC 332233 3713 TO 3610 THICK AC 444444 3610 TO 3507 THIN CI FLAT AC 222211 3507 TO 3394 CLEAR 111111 3394 TO 3292 THIN CI 221212 3292 TO 3190 FLAT CU 221211 3190 TO 3594 CLEAR 111111 3594 TO 3696 THIN CI FLAT AS 333323 3696 TO 3597 THICK CI THICK AS 332323 3597 TO 3601 THIN CI 221212 3601 TO 3711 CLEAR 3711 TO 3712 THICK CI FLAT AC 333333 3712 TO WTN THICK CI FLAT AC 444444

FORECAST VERIFICATION: PILOT STATED THAT WINDS AT ALTITUDE WERE CLOSE TO FORECAST WINDS. WTN TERMINAL WAS ESSENTIALLY AS FORECAST. ROUTE FORECAST X WAS ESSENTIALLY AS FORECAT EXCEPT THE CENTRAL THIRD OF ROUTE XXX OUT AND BACK HAD LESS CLOUDS THAN FORECAST.

REMARKS: A LOCALLY PREPARED FORECAST FOR THE ROUTE WAS USED AS THE USAF WEATHER CENTRAL FORECAST DID NOT ARRIVE IN TIME. IT IS RECOMMENDED THAT THE WEATHER CENTRAL FORECAST XXXXX BE FILED IN SUFFICIENT TIME TO REACH THIS WEATHER STATION AT LEAST FOUR AND ONE HALF HOURS PRIOR TO THE FIRST AIRCRAFT TAKEOFF. ALSO FINAL ROUTE WINDS SHOULD BE INCLUDED IN THE FORECAST.

ABREVIATIONS USED:
P: PERSISTANT, NP: NON-PERSISTANT, L: LIGHT, M: MODERATE, S: SEVERE, H: HEAVY, C: CLEAR ICING, R: RIME ICING
○: CLEAR, /⦶ LOW SCTD, /⦶ LOW BRKN, /⊖ LOW OVC, /⦶/ MIDDLE SCTD, /⦶/ MIDDLE BRKN, /⊕/ MIDDLE OVC, ⦶/ HIGH SCTD, ⦶/ HIGH BRKN, ⊕/ HIGH OVC

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